

ARMY AND NAVY CUTES MATES FOR AVIATION

Militarists Gain Strength As German Unrest Grows

HIGHWAY FUNDS TO PLACE PICKS IN MANY HANDS

Hatless Thief Chased Across Capital Roofs

RATE CUT, RECALL OF STRIKE ORDERS AN CANCELLATION OF STRIKE PLANS URGED BY RAIL BOARD PUBLIC GROUP

Put \$30,000,000 Limit on Expenditures for Year Ending June 30, '23.

YES NOTHING FOR NEW PLANES

May Depend on Action Taken at Arms Parley.

ROBERT J. BENDER.

United States government, contemplated Congressional action, already has begun an armament in the matter of one of the international arms which will receive attention during the forthcoming conference.

Of \$30,000,000 is the estimate which has been submitted to Congress for the forthcoming year, and naval aviation for the year ending June 30, 1923, is limited to \$30,000,000. It is estimated that the army and navy will require approximately \$70,000,000, leaving about \$34,000,000 from the treasury.

Out From \$53,000,000.

This means to the American aviators that the fact is recalled that Congress in 1921 appropriated \$50,000,000 for this branch of national defense, whereas, under the act of 1921, the army and navy have been instructed to keep within \$12,000,000, and the navy's estimate must be kept within \$10,000,000.

As regards the army appropriation, it is contended by authorities that the contemplated \$12,000,000 will meet only operating and ordinary expenditures and will leave no margin for experimental work, the building of new type planes and engines, and to make good with aviation in other countries.

For this reason a supplementary estimate has been prepared and is being held in the hope that Congress will take a liberal view and authorize a "conservative" building program between the two estimates.

Needs New Planes Yearly.

Both army and navy need a certain number of new planes yearly of the most modern type, to keep pace with the development of aviation. Old war stock is practically obsolete, and many of the planes are so out of date that they are dangerous. For the same reason, much of the material and supply is of no use.

The estimates of \$13,000,000 for naval aviation, are opposed to \$25,000,000 for the fiscal year of 1923, \$30,000,000 for the fiscal year of 1924, and \$45,000,000 for the fiscal year of 1925. Out of present and past estimates about half a million dollars were taken care of by other bureaus in salvage which will come out of the new estimates.

War Stocks Diminishing.

At present the navy is using war stocks to the extent of nearly \$100,000,000 in the total yearly expenditure. These stocks, however, are rapidly diminishing and are also becoming obsolete as new types of planes are constantly being developed, leaving much of the war stock out of date. This depreciation is expected to amount to the difference between appropriations last year and the \$13,000,000 asked this year.

For the next fiscal year naval officials hope that Congress will authorize at least \$13,000,000, without the usual paring, as this sum has been carefully fixed by the department in co-operation with the Dawes Budget Commission.

Asked by General Board.

The amount asked for was dictated by Secretary Denby's general advisers—the council and general board—all senior naval officers. Some officers, not only those in aviation but also those classified as prospective, favor a more liberal attitude toward aviation, in the light of lessons learned from recent bombing tests.

The situation in naval aviation cannot be better illustrated than by the fact that there are today two naval aviation bases—San Diego, Cal., and Hampton Roads, Va.—and one training station, at Pensacola, Fla.

Cost all naval aviation bases except Hampton Roads have been or are being abandoned.

Hampers Advancement.

The situation described does not include the Marine Corps. With the \$30,000,000 for the next year it is hoped to carry on new experiments to develop new types of engines and planes and attempt to keep up with the international aircraft procession. With this approval, authorities say it will be possible to keep up the reduced expenditures and still have funds to carry on a program of advancement, which the latter will be greatly curtailed.

Hinges on Conference.

By 1923 it is hoped measures to this end will have been rendered satisfactory. Other interesting experiments now under way are with gliders for targets and balloons, being used in anti-aircraft defense steps. The limited money available, however, progressive aviation authorities declare, will greatly hamper the contemplated experimental work. This is held to be particularly vital in building up Pacific Coast aviation forces.

For this reason the question of America's work in the aviation field will hinge largely, they say, on the agreement of other powers to reduce aircraft construction.

If nothing to this end comes out of the arms conference, it is believed by authorities here that Congress will be easily persuaded to increase its appropriations, both for experiments and construction in the aviation field.

(Copyright, 1921.)

(Special Cable to The Washington Herald.)

BERLIN, Oct. 16.—Germany will be gold officially tomorrow that it is to lose its second richest industrial province to Poland.

On Thursday German and Polish officials and troops will occupy their respective zones.

Berlin will elect its members of its city legislature today.

The resignation of Chancellor Wirth's cabinet is expected within a few days.

This is a summary of impending events that are contributing to Germany's present crisis.

Militarists Gain Support.

Tension and nervousness are spreading throughout the country, strikes are breaking out every where, and discontent is rife. At the Hochster Aniline Works the Soviet flag is still flying. In addition, the militarist element is gaining sympathy for its campaign to overthrow Germany's backbone by resisting the entente demands, instead of swallowing them whole as was done by the reparations agreement a few months ago.

Despite the tense situation there is most unusual apathy over today's elections. For the first time since the establishment of the republic, no campaign by any party. Well informed persons are pessimistic over

this symptom. They declare heated elections indicate interest of the masses in the small issues to be decided, whereas lack of interest in a time of crisis shows the masses are overthrown by the big national issues.

The increased cost of living, which was felt in the cities immediately after the money market broke and reached 100 marks for \$1, has now spread everywhere. The mark is now rated at 150 to \$1.

Worried by Silesian Losses.

The loss of Upper Silesia overthrows everything, and is directly responsible for the industrial and political unrest. In political circles supporting the government, as well as in anti-cabinet quarters, the view is held that the league of nations decision makes it impossible for Germany to live up to the reparations terms. These terms were accepted by the Wirth government with the understanding that the German industrial districts, from which the money to meet the reparations was to be obtained, would remain German. Even should Upper Silesia have remained German, some of the leading economists predicted that the reparations could not be fulfilled.

It has been announced that the November 15 payment has been secured.

(Copyright, 1921.)

Funds making possible the employment of from 300,000 to 350,000 men at road building are expected to be appropriated by Congress in a few days, according to an announcement by the Department of Agriculture.

This provision is included in the Federal highway bill now in conference. The bill, agreed on by the conferees, carries a \$75,000,000 appropriation, of which \$25,000,000 is to be available for distribution among the States as Federal aid in road construction when the bill becomes law and \$50,000,000 six months later. In addition, \$5,000,000 is to be available immediately for national highway roads and \$10,000,000 more on July 1, 1922.

States Must Match Amount.

The Federal aid appropriation will be distributed and administered under the supervision of the Bureau of Public Roads, of the Department of Agriculture.

This Federal money is to be matched by funds under the direct control of the States, and the States must match—and in many cases the States have taken action and are simply awaiting the government appropriation—it is estimated that it will make possible road work which will give employment to vast numbers of men employed on actual construction and in producing and hauling materials.

Will Have Immediate Effect.

To get the benefit of the Federal road building funds, each State must appropriate at least as much money as is allotted to it by the Federal government. The exception to this rule is the case of the States having unoccupied public land to the extent of more than 5 percent of the State's total area.

The effect on the unemployment situation will not have to await legislative action in all States. Thirteen States have reported to the department that their highway work is being delayed because they have exhausted previous allotments of Federal aid, or that they are holding work planned in anticipation of the new appropriation. Other States are preparing enlarged programs of road construction.

Popular States Need It.

In virtually all cases, these are the more populous States which receive large allotments and in which unemployment conditions are probably the most serious.

Federal aid funds in the past have been matched with considerably more than an equal amount of State money. It is reasonably expected, therefore, that the \$75,000,000 for Federal aid, \$15,000,000 for national forest roads and the State funds, from \$100,000,000 or more will be spent in road construction.

Police of headquarters and the First precinct figured in an exciting hunt at midnight over roofs of Seventh street business houses after a hatless burglar who made his escape after holding up two watchmen in Lansburgh and Brother's department store, 429 Seventh street.

It was one of the boldest robberies ever attempted in the District business section. Entrance was gained through a rear window on the first floor. Music from a dance in an adjoining building drowned the noise made by the burglar in forcing the window.

Holds Up First Watchman.

Seizing himself behind a counter on the first floor, the burglar, armed with a revolver, stepped into the aisle as Elwin P. Wrenn, of Cherrydale, Va., watchman, approached, and demanded that he hold up his hands.

Wrenn's cry were heard by George Lovell, of Congress Heights, another watchman. The latter sounded the burglar alarm, notifying the police. He then went to the assistance of Wrenn, but as he was unarmed, was also forced to throw up his hands. Both watchmen were backed against the wall.

The burglar was about to begin plundering the store when he heard police pounding on the front door.

Exit the Burglar.

Warning both the victims that he would shoot if they made an outcry, the man backed them to the far end of the building while he made his way toward the window through which he had entered. As he neared the window, he made a dash for it and climbed out on a roof.

In the meantime the police, augmented by a score of excited men from the neighborhood, were attracted from the dance floor, started surrounding the building. Other police climbed to the Lansburgh roof through the dance hall, and the police made a search of almost every building in the neighborhood, but could not find a trace of the intruder.

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Trucks Will Bring Food To Capital If Strike Stops Railroads.

OFFICIALS PLAN TO MEET CRISIS

Labor Leaders Prepared To Fight Threat of Wages Cut.

With local labor leaders declaring that a nation-wide railroad strike cannot be averted unless the railroad executives immediately withdraw their petition for a reduction in wages, Washington, through the District government and trade bodies, last night began to formulate plans by which they hope to save the city from an acute food shortage.

"The strike cannot be averted," said W. H. Johnston, International president of the American Federation of Labor, who is chairman of the railroad shop crafts are affiliated, "unless the railroad executives immediately withdraw their wage reduction threat."

Prepared for Strike.

"The men of the mechanical crafts connected with the railroads have been working for more than six weeks, at which time a notice was sent to every union man, urging him to stock his larder and to save as much of his income as possible to enable him to weather through the strike."

"All of this has been done and the men are ready to quit on a moment's notice, for they feel that wage matters have reached a crisis and that the time to act has arrived."

"The men of the shop crafts have a great deal to say about the matter, and they are now threatening to strike."

Blames Rail Executives.

"These men will not stand for this, and it seems to me that the railroad executives are merely trying to aggravate the matter by making a demand for a wage cut. It is the responsibility of the railroad executives to withdraw their wage reduction threat."

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Reduced Charges Proportionate to July Salary Drop Suggested.

PAY ADJUSTMENTS MIGHT COME LATER

Lower Tariff Expected to Diminish Workers' Living Costs.

Recommendations that the railroads immediately cut their rates in proportion to the July wage cut and withdraw for the present their request for further wage reductions, and that the unions withdraw their strike order, pending a later wage settlement, are made by the public group of the Railroad Labor Board in a statement issued last night.

The board summarizes its suggestions in the following words:

"(1) Let the carriers give immediately a general rate reduction, measured by the July wage reduction, and the benefits derived from the new rates, and devised under the supervision of the Interstate Commerce Commission to afford the greatest degree of relief to the public."

"(2) Let the request for further wage reductions be withdrawn until the rate reductions have been completed."

"(3) At such time as the carriers deem advisable let them present to the Railroad Labor Board their petition for a further wage reduction in wages, based upon conditions then existing."

"(4) Pending the working out of the rate reduction and the action of the Labor Board on such petition for a further wage reduction, the carriers may subsequently submit, let the strike order be withdrawn."

Would Allow "Cooling Time."

"This method of procedure has the merit of affording 'cooling time' to every party concerned, the statement continues, 'and requires of the carriers only one thing, namely, that they give to the public in reducing freight rates the benefit of the July wage cut, just as they are proposing to do in case of further wage reductions. It also involves the withdrawal of suspension of the public's public sentiment."

"The course suggested does not involve any sacrifice of pride or prestige, either to the carriers or to the employees."

"In view of the enormous destruction of property values, the deadly blow to slowly reviving business, and the appalling human privation, suffering and death that will follow in the wake of a tie-up of the country's transportation system, the people should bring to bear upon both parties the pressure of an important public sentiment."

Group Summoned Here.

Members of the public group of the Railway Labor Board are R. M. Barton, G. W. W. Hamer and Ben Hooper. They came to the Capital to request of President Harding before the strike order is issued, to discuss with the Interstate Commerce Commission the relationship of wages and freight rates.

"The group desires present conditions to be maintained until the strike is ended, and the public is relieved of the burden of the strike."

"There is absolutely nothing in existing conditions that justifies the carriers and employees in inflicting the enormous results of a strike on themselves and the public. There is no amount of propaganda that can convince the people that either side is entirely blameless."

Remainder of Statement.

Following is the statement of the board, except the parts already quoted:

"Up until Friday there was but little, if any, danger of a railroad strike. This fact is well known to the public, and the public is in a position to judge the situation. The railway workers have brought down on their heads universal condemnation for resisting by force a wage cut that is justly and reasonable as for making in July a wage cut. It is not in the public's interest to see whether the issuance of a strike order merely because a petition for a wage reduction is not sustained by public opinion."

July Wage Cut.

"On July 1 the Railroad Labor Board made effective a decision which reduced the wages of railway employees by 10 percent, aggregating about \$400,000,000 per annum, basing the estimate on the normal number of employees. Since then, by revision of only a part of the estimate, the board has estimated that the carriers have received further benefits amounting to many millions of dollars."

"Friday the carriers notified the board that they would ask the board for a further wage cut of 10 percent, at the same time assuring the public that the shippers and the people should have the benefit of the wage reduction in the form of reduced freight rates. To this proposition, the employees replied that no general reduction of freight rates followed the \$400,000,000 wage reduction of July 1, that the cost of living had not been sufficiently lowered since July 1 to justify another wage reduction and that they would strike without even waiting a decision of the Labor Board as to whether another reduction is just and reasonable."

"This is the stage we are in."

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FRANCE CANNOT AGREE TO SUICIDE, BARTHOU ASSERTS

Minister of War Declares Nation Must Assure Its Own Defense.

(Special Cable to The Washington Herald.)

PARIS, Oct. 16.—In a new declaration which may be interpreted as the government's attitude toward the Washington conference, the French delegation will pursue at the American meeting, Louis Barthou, minister of war, declared today at Metz that this nation would not agree to "suicide" through reduction of her defensive armaments.

Barthou, voiced, at the unveiling of the statue of Paul Desroches, the great irreducible patriot, the sentiment which has inspired nearly every French statesman since the disarmament question was projected. He argued for "guarantees," or in lieu of guarantees, a military frontier along the Rhine, which he said would render war in Eastern Europe impossible. But failing these, he declared that France could not disarm her armaments.

Wants to Cut Arms Expense.

"No country desires more loyally than France," he said, "a reduction in military expenses. France has furthered the generous appeal of the United States for disarmament and will prove herself ready not only for words but for deeds."

"She cannot, however, consent to her suicide. France is the outpost of the world, and a sentinel who cannot be disarmed."

"France renounced a Rhine military frontier, which would have rendered war impossible, for the promise of a Rhine guarantee. But in default of the Rhine frontier and the uncertainty regarding the written guarantee (the alliance with England and the United States) of an assurance ourselves of our own defense."

Used Metal of Kaiser Statue.

The statue of Desroches was made from the metal of the statue of Kaiser Frederick III, which used to stand on the same spot.

Additional appointments to the list of experts who will assist the French delegation at Washington have been announced. They are: M. Camerlynck, interpreter for the supreme command; M. Duchene, director of political affairs for the colonial ministry; M. Touzet, Albert Sarraut's chief of cabinet; M. Garnier, resident governor over the Pacific Ocean; M. Leger, charge d'affaires at Pekin; M. Ponsot, former consul at Montreal; and M. Massigli, secretary of the French delegation.

It is understood that Cazanave will be secretary general of the delegation.

POLICEMAN SHOT IN TRYING TO STOP FIGHT; MAY DIE

G. D. Chinn, of Precinct 3, Is Victim; Negro Woman Wounded.

Suffering from a bullet wound in the abdomen inflicted by an unidentified negro, Patrolman G. D. Chinn, of 430 Eleventh street northeast, attached to the Third precinct station, is in a critical condition at the Emergency Hospital.

The shooting affray, which also resulted in the probable fatal injury of a negro woman, occurred in Lingers Court, near Nineteenth street, between L and M streets, northwest, shortly after 1 o'clock this morning, when Patrolman Chinn, accompanied by Patrolman Millard E. Collins, also of the Third precinct, attempted to stop a brawl between six negroes—four men and two women.

George Scott, colored, 19 years old, living on D street, near Twenty-second street northwest, is being sought by the police as the alleged assailant.

Four of the persons engaging in the altercation were placed under arrest. They are: James Henderson, 38 years old, of 1128 Lingers Court northwest; Percy Saunders, 27 years old, 619 O'Brien Court; Jennette Henderson, 28 years old, and James Davis, 25 years old, of 1114 Lingers Court.

Hearing the altercation and what is believed to have been a revolver shot, Patrolmen Chinn and Collins rushed to the scene. As Collins endeavored to place the revolver wielder under arrest, he turned and fired a shot at the onrushing policeman, missing him and striking Jennette Davis, one of the participants in the brawl.

Grappled His Assailant.

Chinn then grappled with the man holding the revolver, while Collins held the others at bay. Another shot was fired, and Chinn called: "Quick, Collins, I have been shot." As he fell to the ground, the assailant then turned and disappeared into the darkness.

Chinn was rushed to the Emergency Hospital in a passing automobile, where, at an early hour this morning, physicians extended little hope for his recovery.

He had been a member of the Metropolitan Police Department for the past two years, having previously been attached to the Ninth precinct.

Detectives, from the Third precinct, accompanied by Headquarters detectives, immediately began to comb the immediate neighborhood to capture the assailant, but at an early hour this morning he was still at liberty.

FRENCH DELEGATES FEAR U. S. DRY LAW

(Special Cable to The Washington Herald.)

PARIS, Oct. 16.—Members of the French delegation to the disarmament conference are anxiously awaiting news from the French Ambassador in Washington as to whether the United States will consider the hotel where the delegation will live during the conference as extrajurisdictional, like the foreign embassies.

All members of the French mission, from Premier Briand down, have dainty little telegraphers accusing the U. S. of preparing to "dry" some of their members, and the prospect of an ice-water regime, which the average Frenchman regards as harmful to his digestion.

Qual d'Orsay has not yet been advised what the U. S. has reserved for the delegation, which will number about sixty. It is reported Washington has intimated to the French that the conference may last until February, owing to the fortnight's interim for the Christmas holidays.

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MAILS MUST GO, TRAINS OR NONE, HAYS RESOLVES

Postmaster General Will Use Armed Guards If Needed.

While President Harding was giving further consideration yesterday to the steps he will take to endeavor to avert a national railroad tie-up, Postmaster General Hays and Attorney General Daugherty began shaping a program of action which will materialize if the strike called by the unions goes into effect.

That the mails will be transported despite strike interference if it takes even a moment's delay upon resources to accomplish the purpose is the determination of the Postmaster General.

Mr. Hays was in conference for several hours with Attorney General Daugherty and the legal advisers and other officials of the Post Office Department. When he emerged, he declined to discuss the situation, saying that he would make plans as matured he will make them public. One of the participants in the conference was Edward H. Shaughnessy, the former railroad official, who is Second Assistant Postmaster General in charge of the railway mail service.

May Provide Guards.

The Postmaster General is reported to have asserted in the conference that the mails would be transported even if it should be necessary to provide armed guards for every mail train or other conveyance. He inferred from the text of the strike order that there would be no violent interference with the transit of the mails, but if such violence should materialize it would be necessary to furnish protection to the men who enabled the postal system to function which roads.

Wherever it proves impossible to move the mails by train, airplanes and government air privates will be resorted to, and the major portion of the mails will be transported by air.

Government telegraphed Secretary of War Weeks a request for information as to the number of army cars and airplanes that could be placed at the disposal of the Post Office Department for this purpose.

May Call Volunteer Airmen.

A call for volunteer aviators may be issued, for the Postmaster General considers employing every available plane for mail carrying in the event of emergency. The only airplane mail service still in operation is that on the transcontinental route between New York and San Francisco. Additional planes will be assigned to this route. The Post Office Department has a large number of reserve planes which department officials say can be speedily conditioned for service on such other routes as may be established.

The Postmaster General sought the opinion of the Attorney General on that portion of the strike order which reads:

"So far as your legal right to strike is concerned, there is no difference between a mail train and a freight train. You have identically the same right to refuse to perform service on a mail train as you have to refuse to perform service on a freight train."

Daugherty is understood to have informed Hays that he was not prepared to give a definite opinion until his assistants had completed which roads.

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RAILROAD WORKERS HERE READY FOR STRIKE ORDER

Officials of the Brotherhood of Railroad Trainmen, the Brotherhood of Railroad Engineers, the Brotherhood of Railroad Firemen, last night declared that the strike order had not been received here yesterday, but that they expected complete details for the conduct of the strike locally within the next several days.

As a means of settling all further railroad difficulties, the Columbia Typographical Union, at its monthly meeting in Typographical Temple, 428 G street northwest, yesterday urged that the government take over control of the railroads, "squeeze out the water, and operate them in the interest of the public." This action was taken by means of a resolution which was unanimously adopted by the members attending.

LEADER PREPARES CALL FOR 500,000 TO JOIN STRIKERS

Order for A. F. of L. Railroad Workers Expected Thursday.

CHICAGO, Oct. 16.—President B. M. Jewell, of the American Federation of Labor railroad department, prepared a strike call that, when issued, will add 500,000 railroad employees to the walkout already ordered by the big five train-service brotherhoods. This call probably will be issued Thursday, according to present plans.

On this date the Railroad Labor Board will summon officials of the Pennsylvania Railroad to show cause why the carrier should not be held in violation of the order of the board directing it to meet employee representatives. If the board holds the Pennsylvania Railroad in violation of its order, the American Federation of Labor will call for a strike, including all of the 13 federated shop-crafts unions will take instant action in joining the strike movement.

Thought Inevitable.

As the board has already held the Pennsylvania guilty of action "almost treasonable" in defying its order to meet employees for the purpose of naming employee representatives to parlay working rules, the same question to be decided Thursday—it is considered a foregone conclusion that President Jewell will order his unions out on strike as early as possible, and a walkout from October 30, when the general walkout is scheduled to start.

This action, it is stated, is contemplated so that the entire country will be in a hurry. President Jewell said that it was the railroads who first violated the orders of the board.

Not Invited Here.

Jewell said that he had not received any request from President Harding to come to Washington for a conference. The rail union chiefs expect such a request, it was learned. A hurry-up call was issued today for a meeting of the general officers and chairmen of all subsidiary railroad unions, including the clerks, telegraphers and station agents.

"We have taken no definite action as yet, but we are in a position to do so in a hurry," President Jewell said. The strike plans of the union leaders contemplate a progressive walkout which will hit every section of the country, but which will not immediately paralyze the entire country. The strike will start on the Southern Pacific or one of its subsidiary lines, the International and Great Northern of Texas. The train service men will be called out there next Saturday "as a warning" unless President Harding succeeds in halting the walkout.

Roads in First Group.

On Sunday, October 30, walkouts will be called on the Chicago and Northwestern, Chicago, Rock Island and Pacific, and Great Northern, to cripple northwest transportation; the Missouri Pacific and Louisville and Nashville; and possibly the Illinois Central—to hit the Mississippi Valley; the Seaboard Air Line to cripple the Atlantic Coast, and possibly the Boston and Maine. All these railroads are included in the first group.

It was first intended to include the New York, New Haven and Hartford in this group, as well as the Chicago, Burlington and Quincy, but these plans were changed.

It is not planned to call a strike on the Pennsylvania until November 4, when the shopmen, including the baggagemen, electricians, repairmen, sheet metal workers, blacksmiths, maintenance of way men, clerks, freight handlers, and even marine engineers and dock workers, are to be called out.

W. G. Lee, president of the Brotherhood of Railway Trainmen, will probably be named "generalissimo" of the strike. Lee has been the most insistent member of the "Big Five" for direct action against the executives.

Organize to Meet It.

Railroad officials and merchants and the public generally are calmly and systematically preparing to cope with the railway strike. Rail officials and industrial leaders about the idea of a complete tie-up of transportation facilities, but are preparing for the worst. Organization of a fleet of 1,500 motor trucks is under way and other measures for keeping food and fuel supplies moving are being formulated.

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SUGGESTS OCT. 27 AS ROOSEVELT DAY

ALBANY, N. Y., Oct. 16.—In a proclamation issued today Gov. William L. Miller recommended a commemoration of the services of Theodore Roosevelt as "statesman, soldier, historian and naturalist," and suggested that October 27, the sixty-third anniversary of the birth of Roosevelt, be observed throughout the State with such exercises "as will best commemorate the virtues of his civic career and private life to admiration and emulation."

Gov. Miller said such a commemoration would afford occasion for study of "one of the most representative men in American history, who in his admirable balance maintained a conservative and a progressive attitude toward public affairs. It will be stimulating to patriotism to review the deeds and personal qualities of an eminent American who drew his chief inspiration from his country's institutions and measures for himself, a declaration of their value."

U. S. SEAMEN LIVE HIGH IN GERMANY

NEW YORK, Oct. 16.—As a result of the tremendous advantage exchange rates give American seamen in Germany, sailors and others of the United States navy, and American trans-Atlantic steamships are living high, when their ships touch at German ports, according to the shipping magnate, Princess Matkoia, which arrived today from Bremen.

Prices at the best German hotels and restaurants are ridiculously low when paid in American money, and the "rob" of the sea is a matter of an American liner is treated as a plutocrat, members of the Matkoia crew said. The best champagne may be had for \$1 a quart and a seidel of the best beer can be purchased with an American penny.

TWO CASES OF T. N. T. FISHING NET HAUL

NEW YORK, Oct. 15.—Two cases of what is supposed to be TNT were pulled into fishing nets at Sheepshead Bay Saturday, thrown into a wagon and carted through the streets of Brooklyn to be dumped into the water by Stephen Schimmo and several of his friends.

When he tried off the top of one of the cases today he saw "TNT" and "bombs—explosive—dangerous" on a heavy sack. He ran into the water and called a policeman, who telephoned the bureau of combustible. The two cases will be examined tomorrow morning.

SLAV MENNONITES CAN STAY 6 MONTHS

NEW YORK, Oct. 16.—Sixty-two Russian Mennonites were admitted to the United States from Ellis Island today under bonds of \$500 each, for a period of six months. They had been detained nearly two months, while authorities investigated their claim to admission. There are 32,000 Mennonites, in Southern Russia, who have been expelled from their homes by the Soviet government immigration officials said.

The chief objection to letting them in is because they refuse to abide by the discipline of any government and will not help support either military establishments or public schools, said an immigration official.

COLLISION KILLS WOMAN; HURTS 4

ARLINGTON, N. J., Oct. 16.—One woman was instantly killed and four others were injured, two seriously, when two touring cars collided on the Belleville turnpike near Arlington today. Mrs. Catherine Corliss, of Passaic, lost her life. Mrs. Mary Westervelt, 78 years old, mother of the dead woman, was reported to be dying, and Mrs. John Duiker, of Passaic, another daughter of Mrs. Westervelt, to be in a critical condition.

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